NEW-HAVEN, July 27, 1860.

### TRADE WITH JAPAN.

THE FIRST VESSEL

GALLAHER'S PIONEER LINE

CLIPPER BARKS FOR JAPAN

CLIPPER BARKS FOR JAPAN

Will certainly sail about the MIDDLE OF AUGUST direct to

YUNCHAMI and KANAGAWA.

Interprising young men who wish to avail themselves of this
opportuninty to seek their fortunes in a new and important field
of commercial trade, will do well to engage their passage early.

Aarge shipments of Merchandise and a number of passengers
have already offered. The subscriber has advantages in connecwith Japan Trade which are possessed by no other parties. He
is represented in Japan by JOHN ALLMAND, Jr. & Co., at

KANAGAWA, and by GALLAHER & Co. at YUKUHAMI.

RO. H GALLAHER.

No. 51 Liberty-st, New-York.

INITED STATES MAIL STEAMSHIP LINE — For HAVANA and NEW-ORLEANS—Passage 450,
— The fast and favorite steamship STAR OF THE WEST,
Capt — will sol on MONDAY, August 5, at 2 o'clock p. m.,
from Pier foot of Warrenst North River. Bills of lading of the
proper form furnished at the office, and no bills of lading will be
agas d after the hour of salling. For freight or passage apply at
No 177 West at, corner of Warren. M. O. ROBERTS, Agent.
N. B — Freight received on and after THURSDAY, July 26.

OK CALIFORNIA via PANAMA.-In and A after July, a first-class sfeamer will leave New York the lat.

Bih and Elst of each month; except when those dates fall on

SUNDAY, when the day of departure will be the MONDAY

collowing. For freight or passage, apply at the only office, No.

177 West-st., corner of Warren-st.

D. B. ALLEN, Agent DORTLAND and WHITE MOUNTAINS.—The

DORTLAND and WHITE MCOAVELLAND and favories steamables

CHESAFEAKE, Capt. Sidney Crowell, and

PATAFSCO, Capt. Ed. E. Vaill,

"Ill form a send-weekly line to Portland, leaving Pier 9, N. B.

severy WEDNESDAY and SATURDAY, at 4 p. m.

Passeges and fare, including statement, \$2.5

This is the most direct and picturesque route between NewYork and the White Mountains, via Long Island and Vineyard

Rounds to Portland, and Grand Trunk Railway to Gorbano,

which is only six unles from the Glen House. Apply to

H. B. CEOMWELL & Co.,

Nos. 86 West-st. and 355 Brosdway.

#### Steamboats and Railroads.

LAKE MEMPHREMAGOG direct—And Pleasure Route of the M. R. R. Office, 27th-st., N. Y.

STEAMER THOMAS POWELL, for NEW-BURGH, WEST POINT, POUGHKEEPSIE, and RON-OUT, from foot of Jay-st., every afternoon. at 24 o'clock. A FTERNOON BOAT for Newburgh and interme diste Landing—Steamer Metamors, at 4 p. m. (Sundays cepted), from Pier foot of Jay-st. For particulars see bills. OR SAG HARBOR, ORIENT, and GREEN PORT — The steamer MASSACHUSETTS, Capt. W. B Havens, having elegant state-room and other accommodations as new, will leave Pier No. 32 James-slip, East River, TUESDAY THURSDAY, and SATURDAY AFTERNOONS at 8 o'clock Will leave Seg Harbor July 4 at 6 p. m. instead of 4. p. m.

SPECIAL NOTICE:—On account of the steamer
DELAWARE accompanying the steamship GREAT
EASTERN to Cape May, July 30, she will leave at 3 o'clock
R m. instead of 5 o'clock, her uses hour.
FREDERIC PERKINS, Agent.

SUNDAY BOAT for KEYPORT and PERTH AMBOY, landing at CHELSEA, UNION, ROSSVILLE, WOODBRIDGE TOTTEN, and CLIFFWOOD. The splendid steamer ALICE PRICE leaves every Sunday, rain or shine, as follows: Rebinson-st. at 8 o'clock, Spring-st. 84, and pier No. 4, North River, at 8 o'clock. Resuming, leaves Reyport at 4 o'clock. Fane 25 cents.

FOR NEW-HAVEN, by steamer ELM CITY, from Pier No. 25 East River, at 3 p. m., and TRAVELER, at 11 p. m. Fare \$1. No charge for borth. FOR COZZENS, WEST POINT, NEWBURGH

ONG ISLAND RAILROAD.-Trains leave South Ferry, Brooklyz, for Greenport at 10 a. m. and 3:34 s. m.; North Leip, 10 a. m., 3:30 and 3:35 p. m.; Syesset, 12 m., and 4:30 p. m.; Henpstead, 10 a. m., 12 m., 4, 4:30, and 5:35 and 6:46 p. m. COR Glen Cove, Throgg's Neck, Great Neck, Sande's Point, Mott's Dock, Glenwood, Roslin-steamer ONG ISLAND every day at 4 p. m., from James-shp, E. R.

Freight and Tacket Office No. 25 Broadway, orner Baroley at, New-York. C. W. PERVEIU, Agent. FOR BRIDGEPORT—DAILY LINE—Fare 50 eents. The steamer CATALINE, Capt. Wm. A. Vail, will save Oliver-slip every day, at 12 o'clock noon, running in conscition with the Housetoute Railroad. The steamer BRIDGE-ORT will leave Feck-slip every Monday, Wednesday and iday, at 12 o'clock noon, arriving in time to connect with all exapress trains.

GEORGE W. CORLIES, Agent.

RALTIMORE AND OHIO RAILROAD.

DAIL ROAD to LONG BRANCH, N. J.—RARITAN and DELAWARE BAY RAILROAD, stopping
at Middletown, Red Bank, Shrewsbury, &c.—The steamboats RIP VAN WINKLE and ALICE PRICE will leave
foot of Rohinson-st. (north side wharf) at 8 a. m. and 4 p. m.,
with an eatra trip EVERY SATURDAY, at 5 p. m. Connecting at Port Monmouth with cars for Long Branch and other stations. Returning, cars will leave Long Branch at 6 a. m., 8 a.
m., and 6 p. m. Excursion parties dealt with on liberal terms

The FOR NEWARK and BERGEN POINT .- The new steamer THOMAS P. WAY leaves Pier 20 N. R., foot Dey-st., at 104 a. m. and 44 p. m., daily, including Sundays.

The teambest ALICE PRICE leaves foot of Robinson-st. idly (Sunday excepted), at 10 o'clock a. m.; returning, leaves eyport at 4 p. m., excepting Saturdays, when she will leave eyport at 2 p. m. Persons desfrous of spending the Summer in the country will find good hotels in Keyport and Cliffwood, as all as private boarding houses. Business men can spend their me in the city between the hours of 9 a. m. and 4 p. m. amily excursion parties will find a delightful trip by taking the Fee Price. Good sait water bathing and 4 hours to spend in his wood force. Fare, 25 cents, each way.

N. B.—Excursion parties taken on reasonable terms.

DAY BOAT for WEST POINT, NEWBURGH and POUGHKEEPSE—The seemhood at 30th-st. leave Jay-st. Pier DALLY, at 8:20 a.m. (touching at 30th-st. Pier); arriving at Poughkeepsie 1 p. m.; leaving Poughkeepsie 2 p. m.; returning to the city 6:30 p. m. Passengers for Albany. Troy, Sarstaga, or any point west, can make sure connections at Poughkeepsie. Baggage transferred free. Fare 50 cents. FOR BRIDGEPORT-DAILY LINE.-The

Steamer JOHN BROOKS will leave Peck Silp every day (Sanday's excepted) at 1 p.m., striving in Bridgeport in time for the care of the Housetonic, Naugatuck, and New Haven Railroads. Pare 50c. Proight taken. T. LOCKYER, & Co., H3 South et.

SHORT LINE to HARRISBURG, VIA
CENTEAL RAILROAD of NEW-JERSEY,
WITHOUT CHANGE of CARS.
An EXPRESS TRAIN LEAVES NEW-YORK DAILY
Gunday excepted from foot of Courtiands-st, at
6 O'CLOCK A. M., FOR HARRISBURG,
via EASTON,
ALLENTOWN and READING.
Connecting at Reading with Philadelphia and Resding Railroad
for POTTN'ILLE and PHILADELPHIA;
mod at HARRISBURG with MAIL TRAINS on
PENNSYLVANIA CENTRAL RAILROAD,
East and West;

NORTHERN CENTRAL RAILROAD, North and South:
North and South:
and with the CUMBERLAND VALLEY RAILROAD,
WITHOUT CHANGE of CARS from
JERSEY CITY to HARRISBURG.
Arriving at Harrisburg at 12:40 noon.
New-York, May 26, 1860.

NEW-YORK AND HARLEM RAILROAD .-

EW-YORK AND HARLEM RAILROAD.

Summer arrangement for pleasure travel; trains leave 26that Station as follows:

10:15 a m.—Express for A'bany, Troy, Saratoga, Sharon
Sp ings, Ringara Falla Lake theorge, Lebanon Springs, and Lake
Mahopae. Cemeeting at Albany with N Y. C. R. R. for Sharon
Springs Stagare Falls and all places West. Also with trains
for Saratoga and all points North. 8:15 a m.—For Croton Falls,
connecting at Golden's Stidge with Stages for Lake Wacocabue,
and at Croton Falls, with Stages for Lake Mahopae. 4:20 p. m.—
For Dever Plains, co necting at Golden's Bridge with Stages for
Lake Wacocabue, and at Croton Falls with Stages for Lake
Mahopae.

### 1860 CENTRAL BAILBOAD. 1860

GREAT DOUBLE-TRACK ROUTE.

The capacity of the Road is now equal to any in the country.
THE GREAT SHORT LINE TO THE WEST.
Office No. 1 Astor House, corner of Vesey-st.
Facilities for the transportation of Passengers to and from Cintionacti, Chicago, St. Louis, St. Paul, Nashville, Memphis, Newpricans, and all other towns in the West, North-west, and Southmest, are marripassed for speed and comfort by any routed.
Through trains for the West sleave New-York (foot of Courtmoditat)—Morring Express, 7 a. m.; Evening Express, 6 p. m.
Steeping and smoking-cars on all trains.
Fare always as lew, and the tiroc as quick, as by any other
oute.

Secretary and smoking-cars on an execution, as by any other Fare always as lew, and the tiroc as quick, as by any other source.

By this route Freights of all descriptions can be forwarded to each from any point on the Railroads of Onio, Kentucky, Indiana, allnois, Wisconsin, I lows, or Missouri, BY RAILROAD DIBECT, or to any port on the nevigable rivers of the West, by the seasons from Pittsburgh.

The rates of Freight to end from any point of the West by the remanylwain Railroad are et all times as favorable as are charged by other Railroad Companies. Merchants and shippers intrusting the transportation of their Freight to this Company oan rely with confidence on its speedy tensist.

This Company also maintains an Emigrant Accommodation Line, by which parties configrating westward empty a cheap and somfortable mode of conveyance at one-half the first-class rates of face. J. L. ELLIGTT, Passenger Agent, No. 1 Arior House, LEECH & Co., Freight A greats,

No. 2 Aster House, and No. 1 South-William-st.

McDONALD & BISCHOPY, Emigrant Agents,

THOMAS A. SCOTT, General Sup't Aitcons, Ps.

UDSON RIVER RAILROAD for ALBANY UDSON RAVER RAILHOAD for ALBANY
From Menday, April 30, 1860, Trains will leave Chambers-st
station as follows. Through Express Trains, 7 and 11 a.m. and
5 p.m.; Albany Mall, 6 a.m.; Bleeping-Car Train, 9:20 p.m.;
ffundays included); Way Trains for Bing Bing, 9:65 a.m. and
4:15 and 7 p.m.; for Foughkespate, 1:15 and 2:20 p.m.; for
Tarrytown, 2:35 and 6:65 p.m.; for Feeskall, 5:30 p.m. From
Itst s., Buffalo and Northern Lightning Noves Train, 3:20 a.m.
Engigent, 6:15 p.m. Passengers taken at Chambors, Canal,
Christopher: and Sist-tia. Trains for New Fork leave Tray at
4:36 (Sundays included), and 8:85, and 19:10 a.m. and 8:45, and
4:36 (Sundays included), and 8:85, p.m., and Albany about half
an hourister.

NEW-YORK and ERIE RAILROAD. A EW-YORK AND FIRST MAILTOAD.

DUNKIRK EXPRESS at 7 a. m., for Dunkirk, Buffalo,
Danandelyna, and principal Stations.

MAIL at 8:15 a. m., for Dunkirk and intermediate Stationa,
The remains over right at Einstra.

WAY at 2:45 p. m., for Middletown, Newburgh, and intermediate Stational Stational

no Stations.

RIGHT EXPRESS, dodg, at 5 p. m., for Dunkirk, Buffalo, Right Expression, and principal Stations. The train of Saturday stope at all one train estations, and runs only 6: Finnita.

GEAS. MINOT. Second Supp.

NEW-YORK AND HARLEM RAILROAD.

NEW-YORK AND HARLEM RAILROAD.

PARE to ALBANY, \$2.

Cn and after MODDAY, June 26, 1869, Frains will leave
26th-st Station, New-York, as follows:
For Williamsbridge and all way stations, 7:40 and 11 a. m.,
and 8:20 p. m. For White Plains and all way stations, 5:50, 4 and
5 p. m. (For White Plains and all way stations, 5:50, 4 and
5 p. m. (For White Plains and all way stations, 6:15 p. m. from
White-st Depot.) For Croton Palls, 5:15 a. m., stopping at WilHamsbridge and stations above. For Dover Plains, 4:30 p. m.
stopping at White Plains and stations shove. (This train runs te
Millerton on Saturday evenings). For Albany, 10:15 a. m., Express Mail Train, stopping at White Plains, Sedford, Croton
Palls, and stations north will-amsbridge, stopping at all way staHons, at 6:40 and 9 a. m., and 1 p. m. White Plains, stopping
at all way stations, at 5 and 7 a. m., 4:15 and 7 p. m. Dover Plains
6 a. m., stopping at all stations north of Fordham. (This train
6 a. m., stopping at all stations north of Fordham. AlbaFalls, 5 p. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations north of White Plains.
my, 9 a. m., stopping at all stations and the form of the stations of of the s

PLEASURE TRAVEL.—FIVE DAILY TRAINS (Sundays excepted) for LAKE MAHOPAC, WEST POINT, CATS.
KILL MOUNTAINS, LEBANON SPRINGS, SHARON
SPRINGS, RICHFIELD SPRINGS, TRENTON FALLS, RIAGARA FALLS, LAKE GEORGE, WHITE MOUNTAINS, MONTREAL, and QUEBEC. Elegant saloon cars for families to SARATOGA SPRINGS, without change of cars. Baggas-sheeked through and tickets sold at Company's Depots, tramber-rt, and filst-st. For particulars as to trains, see Time Tables FOR BOSTON and PROVIDENCE, via NEW-

Rer ne rooms will be regarded as secured to any appli-if the same shall have been paid for, it to Boston is forwarded through with great dispatch by see Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West-st.

CENTRAL RAILROAD of NEW-JERSEY-From foot of Courthandt-st.—Connecting at Hampton Junction with Belawars, Lackawanna and Western Ralirosd, and at Easten with Lebigh Valley Ralirosd and its councetions. SUMMER ARRANGEMENT—Commencing May 28, 1800.— SUMMER ARRANGEMENT—Commencing may 25, 1900.—
Leave New York as follows:
HARRISBURG EXPERSS—At 6 a. m. for Easton, Reading, Harrisburg, Mauch Chunk, &c.
Mail. Thann—At 8 a. m. for Easton, Water Gap, Scranton,
Great Bend, Pittston, Wilkesbarre, &c.
12 s. Through Train—For Easton, Mauch Chunk, Reading,
Poterville, Harrisburg, &c.
4 7 s. Through Train—For Easton, Allentown, Manch
Chunk, Tranger Train—For Easton, Allentown, Manch
Chunk, Train—For Easton, Manch
Chunk, T

6 P. M. TRADE For Somerville and intermediate stations.
6 P. M. WAI TRAIN—For Somerville and intermediate stations.
Express Train you Harrisucus.
The 6 a. m. Express Train from New York arrives at Harrisburg at 12:40, noon, in time to connect with trains on Ponnsylvania Central H.R., east and west, Northern Central, north and south, and with Cumberland Valley R.R.
LEAVE NEW YORK PICK PICK No. 2 N. R. at 7:50 and 11:56 a. m. and 3:30 p. m. for Easton and intermediate stations, and at 5:80 p. m. for Somerville and intermediate stations.

JOHN O. STERNS, Sap

#### Medical.

DROPSY CURED (even the worst cases).—An

HEALTH OF AMERICAN WOMEN. Some views ago the politive marrians regarding Graefenberg Medicines was received from highly literary and religious authority:

My personal acquaintance with some of the members of the

My personal acquaintance with some of the members of the Gracienberg Company, fully justifies me in expressing the opinion that their medicines are worthy of confidence.

FRANCIS HALL, Editor and Proprietor New-York Commercial Advertiser.

I hereby certify that I have examined a number of testimonisis exhibited to me by the Gracienberg Company relative to the merits of their medicines, and I take pleasure in saying that they present evidences of genuteeness, and are therefore entitled to the confidence of the public.

N. BANGS, D. D., of the Methodist Church.

Since that time one of the leading Gracienberg medicines has been its

MARSHALL'S UTERINE CATHOLICON,

which is a certain cure for all female irregularities weakness, which is a certain cure for all female irregularities weakness, tumors, ulceration, inflammation, whites, fallings, and other local derangements of the uterine organs, as well as the constitutional trachles arising from them.

Price \$1.50 per bottle, 157 For Six Dollars Five Bottless Will BR SENS 35 Express, AND CHARGES PREPAID TO THE RATE OF EXPLIESS LINE PRON NEW-YORK, 21 Address JOSHUA F. BRIDGE, M. D., Resident Physician, Graefenberg Institute, No. 2 BOND-57., NEW-YORK, 27 Dr. BRIDGE will receive patients at the Graefenberg Institute. He may also be consulted by letter or personally.

THE BEST REMEDY for Dyspepsia, Indiges tion, and all Disorders of the Stomach.—M. DAMES ANTI-DYSPEPTIC or DIGESTIVE BITTERS. Cash Drug House, No. 163 Broadway: Mrs. TAYLOR, No. 35 East Lith-st., New-York, F. S. PHINNEY, No. 267 Main-st., Ponghkospeie.

#### Legal Notices.

SUPREME COURT—COUNTY OF NEW-YORK—JAMES BROWN and J. C. BANCROFT DAVIS, Trustees, and another, plaintiffs, against the NEW-YORK AND FRIE RAILROAD COMPANY, and JOSEPH WALKER, URIAH J. SMITH, and WILLIAM T. HOOKER, Trustees, defendants—5th Mortgage Soit.—Notice is hereby given that the undersigned as fleferee, and pursuant to a final judgment of foreclosure and sale, entered in said sait (known as the Fith Mortgage Foreclosure Suit), on the ninth day of Jure, 1860, will, on the twentieth day of November, 1969, at 12 o'clock, noon, on that day, at the Morchante Exchange, in the city of New York, (and through A. J. Bleecker, Auctioneer), soil at public auction the real and personal property, rights, and franchises directed by said judgment to be sold, and which are therein described and referred to as follows:

All and singular the railroad of the said New-York and Eric Railroad Cotopany, and now in the possession of the receiver, from and including Piermont, on the Hudson River, to and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and including the final terminus of said railroad on Lake Eric, and final part of said railroad. Also, and said the locomotives, ways, buildings, piers and wharves, exections, fonces, walls, fixtures, privileges, franchises, rights, and all the local and the locomotives, on the first day of June, and all related to the same, and all related and le in or appetenting to action of whetsoever name or mature is and story properly of rights of action of whetsoever name or mature is all the property of the action of the story of the company, as indenture bearing date September 10, 1822, being the salroad of the Union Railroad Company, by the Union Railroad Company, as indenture bearing date September 10, 1822, being the salroad of the Union Railroad Company, as it then sevine or every kind and and real property forming the sheet with the salad and real property forming the salad and real property forming the salad and action of the salad connected therewith and all their buildings, erections, depots, stations, station

Refired Company of the State of New-Jersey of the Ent part, and the said Union Raifred J Company, parties of the second part, whereby the said Paranon and Samapo Raifred Company granted burgained, sold, tembed, and to farm but unto the said Union Raifred Company, their successors and sastgue, for and during the continuance of the charter of the said the Paterson and Ramapo Raifread Company, with covenants for reconstitution of the said lessors, and all the land or real grouperly forming or connected therewith, or appurtenant thereto, and their rails, tracks, bridges, culletts, viaducts, turn outs, switches, fatteres, and superstructures, en, adjacent to, connected with or appurtenant to their said read; and all their heilding, rections, depots, station-houses, stations, offices, factories, shops, and edifices on or adjacent to, or connected with or appurtenant to their said read; and all their heilding, rections, of the said Paterson and Ramapo Raifrond Company of, in and to the said Paterson and Ramapo Raifrond Company of, in and to the said Paterson and Ramapo Raifrond Company of, in and to the said Paterson and Ramapo Raifrond Company of, in and to the said said property of every description. Also, all the improvements made by the said New-York and Eric Raifred Company to any or sill of said properties or estates; also, the depot grounds upon the lands of the Long Dock Company, being all the lands of the said Long Dock Company which lie east of Provest street, in Jercy City, and north of a line drawn along the center of Pavonia avenue, from Prevott street to the east of Hudson street, and of a line sixty feet south of and parallel to the center of Pavonia venue, from Prevott street to the east of Hudson street, and the rights which the New-York and Eric Raifroad Company have, or hereafter may have or acquire, or which are in the posession of the receiver under the firth mortage, in the prire or wharves to be constructed north of Pavonia avenue, upon or whares to be constructed north of Pavonia avenue, upon o

estate of every kind, on the first day of June, 1955, by the New-York and Eric Railroad Company possessed, or thereafter to be acquired by them.

Also, all and singular all the estate, fixtures, privileges, franchizes, easements, rights, lesses, terms and parts of terms, agreements, covenants and property of every kind, conveyad rintended to be conveyed by the said indenture, dated August 15, 1857, unto the said Brown and Davis, together with all property and estate of every kind, on the 12th day of August, 1855, passessed or thereafter to be acquired by the said New-York and Eric Railroad Company, and site as all the property, classes in action, rents, profits, and income, conveyed or intended to be conveyed or mortagage by the mericage made by said Company to said Brown and Davis, dated June 1, 1853

Also, all the personal property and chattels belonging to the said The New-York and Eric Railroad Company, or in the passestion of the receive, under the fifth mortage, including the following, asmely: 162 passenger cars (first class), numbered 1 to 115; 22 emigrant cars, numbered 1 to 27; 31 bagages ears, numbered 1 to 25; 41; 1056 platform cars, numbered 10 to 2,803; 37 cartie cars, numbered 10 to 2,803; 31 (struwheel cars; 13 font-wheel cars; 13 font-wheel cars, 15 eight-wheel cabooses; 219 locemotives, numbered 1 to 225, which is the rolling stock of the New-York and Eric Railroad Company now in use on said road, heanches, connecting roads, and the roads lessed to said Company, including in each case the numbers above given, and all existing numbers between; also the steambosts New-Haven and Eric, with their respective engines, believe machiner; besta and appurtenances; and barges Sanuel March, Henry Suydam, Junior, Dunkira Roeahand, Capitatoo, Chemung, Brufalo, Eastern, Ohio, and Spleadid, with their respective appurtenances; also, all the benches, however, and locemotives named in schedule C, attached to a chattel mortage from the exid The New-York and Eric Railroad Company to Daniel Diew, dated June 27, 18

this action.—Dated 19th June, 1889. Q. McADAM, Plaintiff's Attorney, 56 Wall-st., N. Y

The complaint in the above entitled action was filed in the fice of the Clerk of the City and County of New-York, on t 22d day of June, 1800. Q. McADAM, Pisintiff's Attorney, je23 lawfewS.

The complaint in the above-entitled action was alsed in the office of the Clerk of the City and County of New-York, on the 22d day of June, 1800. Q. McADAM, Plaintiff's Attorney, je22 law6w8.

SUPREME COURT.—County of New-York.—

CHARLES H. KELLOGG against CHARLES D. RELLOGG, WILLIAM L. COAN, and JOSEPH HENDERSON, partners under the firm of c. D. KELLOGG & c. T.—Summons for a money demand on contract. (Cora, not served.) To the defendants above named and each of them: You are hereby summoned and required to answer the complaint in this action, a copy of which is herewith served upon you, and to serve a copy of your answer to the said complaint on the subscriber, at his office, No. 34 Pine street, in the City of New-York, within twenty days after the service thereof, exclusive of the day of such service; and if you fall to answer the said complaint within the time aforesald the plaintiff in this action will take judgment against you for the sum of three thousand five hundred dollars with interest from the twelfth day of July, one thousand eight hundred and sity, beside the costs of this action.—Dated July 18, 1800.

CHARLES N. EMERSON, Plaintiff's Attorney, jv21 law6w8

No. 33 Pine street, New-York City.

The complaint in the above entitled action was daily field in the office of the Clerk of the City and County of New-York on the 20th day of July, 1959.

CHARLES N. EMERSON, Flaintiff's Attorney, jv21 law6w8

No. 33 Pine street, New-York City.

SUPREME COURT.—In the matter of the BENDRICK HEDSON FIRE INSURANCE COMPANY.

No. 35 Pine street, New-York City and County of New-York on the fifth day of July instain, the undersigned has been appointed and is the Receiver of the said Hendrick Hudson Fire Insurance Company; and under and in pursuance of the statute in such case usade and provided, I do heavy require a Fire Insurance Company; on under and in pursuance of the statute in such case usade and provided, I do heavy require a fire insurance company; and under and in pursuance of the statute in such case usade and

Movements of Ocean Steamers, TO DEPART.

Lease.

New York Havre.

New York Liverpool July.

New York Liverpool Aug.

New York Hamburg.

Aug.

New York Hamburg.

Aug.

New York Havenn.

New York Liverpool Aug.

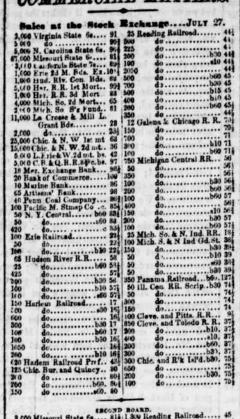
New York Liverpool Aug.

	New Vert	LAVETDOOL AME
ure	V Vant	Henrich Aug.
remen	.New-lork	Timeman And
reat Eastern	- Mew-Lork	Millford Haven Aug.
reat Eastern	.New-I ofk	Timemaal Ang.
netralacian	New-York	Liverpoot
tas	Nam Vark	Liverpool Aug.
Las	"MCM-Totw	
igo	TO INDIVID	
	TO ARRIVE.	v v. Inly
120	.Liverpool	New-Lora Intel
ity of Washington	.Liverpool	New-Lors
obemian	.Liverpool	Quebec
lobemian	Southsporten	New-York Jary
llinois	Southampton	New-York July
axonia	Livernos	New-Yerk July
rince Albert	Chlore	New-York July
rince Albert	. OLIWBY	Naw-Vort July 1
tertrainman	.Laverpoor	V Vert Jaly 1
rago	.Houthampton	Jaly 1
enested	Liverpool	Now-1 was Intel
grops	.Liverpool	House
moherness.	T.Isurpaol	New-York Aug

EARLY IN THE MORNING .- John Kohnken, & Ge EARLY IN THE MORNING.—John Kohnken, a Grei man, keeps a little store at No. 189 Cherry street, and lodges a little room overhead. On Tuesday afternoon, he employed clerk named Peter Smith to sesiel him in the store, and at nigh the two wont to bed togethes. The propeter put a purse con anising 480 beneath his pillow, and soon fall into a peaceful and balmy sleep. On awakening in the morning, he missed his beat fellow, and also his purse. Search was made laumestiately for young Smith, but he was not found until yesterday, when he was arrested. He was taken before Justice Walsh, and committed to answer.

# New Pork Daily Tribune

### COMMERCIAL MATTERS.



2,606 Hu9. RIV. R.P. L. B. L.

MINING BOARD. .... 26 | 25 Isle Royale ...... 15 Copper Palls M. Co. 

The irregularity of the stock market noticed yesterday disaspeared this morning, and although there was some hammering on the part of a few leading bear operators, prices were generally higher, and the demand was very active. The most important movement of the day was again in Reading. which sho we more real vitality than it has for many months, attracting orders from the neighboring cities, something in the manner of by-gone times, when Reading was the great fancy of the Scock Exchange. Opening sales were at 44; but at the close of the call the shares were in request at 411, the sales footing up 4,800 shares in the aggregate. New-York Central was steady, but there was no material change in the price until the afternoon session, when a spirited demand sprang up, and before the adjournment of the Board, sales were made at 83}. Ne w Wheat from the West is now coming forward on this road, in order to avail of an early market. This is quite unusual at this season of the year. Harlem, old stock, was active, and advanced to 17, but was a fraction lower at the case of the call. The Western shares, with the exesption of Illinois Central, were very strong, and for Monigan Central and Chicago, Burlington & Quincy the demand was active through the calls at an a tvance of | a | over prices of yesterday. Illinois Central was sold down to 74, but at this point was in request, and closed firm. There was a fair business in State stocks, but at a further slight decline in Missouris, which sold to the amount of \$70,000 during the day. Virginias were also a fraction lower. Tennessees were in dein railway bonds continues vigorous, and the volume of business increases from day to day. There was a further sdvance in Chicago and North-Western Second Mortgage, and the sales of both the First and Second during the day were \$51,000. La Crosse and Milwankee Land Grants were also in demand at 231. The Commission Houses are generally very well employed, and orders for bonds and shares are increasing. At the Second Board the whole market appeared to receive fresh speculative impetus, and prices were again higher with a renewal of the excitement witnessed at intervals during the last fortnight. The reaction, earnestly looked for and hoped for, seems to be again indefinitely postponed. New York Central was strong at an advance of | + cent, and for Reading and Harlem old, the demand was very active. Illinois Central recovered all of the decline of the morning, and Galena touched 714. After the adjournment there was brisk bidding for the leading shares, and the market closed buoyant at the fello wing prices: United States Fives, 1874, 1011 20 101; Tennessee State 6s, 901 2 901; Virginia 6s, 901 2 901; Missouri 6s, 81 2 2 811; Camberland Ceal Company preferred, 144 215; Pacific Mail, 86 2 864; New-York Central Railroad, 832 2832; Erie Railroad, 23 a 231; Hudson River Railroad, 571 a 581; Harlem Railroad, 171 @171; Harlem Railroad, preferred, 431 @ 431; Reading Railroad, 451 @ 46; Michigan Central Railroad, 561 257; Michigan Southern and Northern Indiana Railroad, 181 @181; Michigan South ern and Northern Indiana Guaranteed, 394 @394; Pan-ama Railroad, 1274 @1274; Illinois Central Railroad, 75½ \$\alpha 75½; Galena and Chicago Railroad, 71½ \$\alpha 72; Cleveland and Toledo Railroad, 37½ \$\alpha 37½; Cnicago

lington and Quiney Railroad 81 281; Delaware and Hudson Canal Company, 961 @97. There has been but a moderate business deing in foreign bills for the steamer of Saturday, but rates have been maintained. Leading drawers ask 110 for Sterling, but the transactions have been at 1097. Some bank bills sold at 109 20109. The outside bills have been mostly made from grain shipments, and sold at 109 a 109 . Francs were 5 15 a 5.13 l.

and Rock Island Railroad, 75? @751; Chicago, Bur-

Freights to Liverpool: 1,000 bbls. Flour at 2s. 6d. 5,000 buch. Wheat, in bags at 10 d.; 50 hhds. Tallow on private terms. To London: 6,000 bash. Wheat, in ship's bags, at 10d. To Glasgow: 17,000 bush. Wheat on private terms. To Rotterdam: 50 tuns Tobacco at 30s., measurement; 600 bbls. Flour at 3s. To Bremen: 500 bbls. Rosin at 2s. 6d.; 25 cases Tobacco at 22s. 6d., measurement. A brig of 250 tuns, home, from north side Cubs, at \$5 25 P hnd. of Sugar. A schooner of 250 tune, home, from Spanish Main, for \$1,200. A brig of 3,000 bbls. capacity, to Bristol, at 10d. for Grain in shipper's bags, and Flour to fill at 2s. 8d. A brig of 238 tune, from an Eastern port to West Indies, at \$8 P M feet for Lumber out, and \$4 P tun for Wood hene. A brig of 285 tune to a Gulf port and back for \$2,800. A brig of 236 tuns, from a Southern pore to north side Cuba and back, at \$4 25 F 110 galls., gross gauge under and on deck. A brig of 238 tuns to south side Cuos and back at 45c. for Sugars. A bark of 200 tuns to south side Cuba and back at 45c. for Sagare. A brig of 200 tuns to north side Cubs and back at \$3 50 under, and \$3 on deck, for Molasses \$\tilde{V}\$ 110 gall, gross gauge.

The business of the Sub-Treasury was: Receipts

\$135,850 84-for Customs, \$130,000; Payments, \$296,-478 88: Balance, \$5,056,905 13.

The earnings of the Toledo and Wahash Road the

third week of July were: \$5 167 75 17,858 21 £23,690 96 The earnings of the Michigan Central Railroad for the third week in July were: 

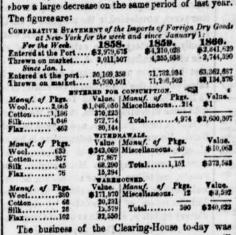
about \$4,700, or \$4,800 incresse. The increased receipts of the Eris Road thus far in July are \$114,000.

The third week on the Michigan Southern shows

The following are the earnings in detail of the Galena and Chicago Union Railroad Company from July 16 to 22, inclusive, in 1859 and 1860:

Freight... \$13,716 61 \$11457 21 Dec... \$2 229 40 Passengers... 6,924 81 6,025 27 Dec... 899 44 Mails, &c... 1,640 60 1,000 00 Dec... 609 00 Total..... \$22,241 43 \$10,512 50 Dec., \$3,720 84 The business of the Harlem Road shows a fair gain in July on the same month last year. The Great Eastern excursion train yesterday brought in a crowd of passengers. The Sunday Central Park trains are

The Imports of Foreign Dry Goods for the week show a large decrease on the same period of last year. The figures are:



\$18,750,166. The shipment of specie to-morrow will exceed a million and a half, including \$100,000 in silver. The Lamar Insurance Company has declared a remi-annual dividend of 4 & cent, payable on demand. The new 6 \$\tilde{\psi}\$ cent Treasury Notes sold to-day at 1 \$\psi\$ cent premium. There is, perhaps, a little hard-ning of the money market, but the change is not im portant. Some of the Banks decline to lend below 6 to cent, but there are others looking for employment for their surplus funds at 5 \$ cent. From private capitalists, bankers, &c., the current rate is 5 \$ cent on leading collaterals. As the season progresses, and the cotton, as well as grain and other crops, begin to move in large masses, we must, of course look for a more active money market, but no one that we meet in our daily rounds anticipates any stringency during the Autumn, or anything over legal rates of interest. Boston is getting out of our debt, and we are not receiving so much gold from that quarter. A large amount of Boston circulation money baving been sent out West, to buy wool and other products with, is now finding its way back again, mostly to New-York, and this has increased the balon and after the 15th of August, rates on the East

ern-bound Railroad freights from Chicago are to be advanced, but to what extent is not yet determined. Fice passes to shippers are also to be done away with. Tre meeting of Presidents is being held at Sara oga today, to arrange a schedule of rates, which, although there is a little unpleasant feeling existing, it is believed will rest it harmoniously. On Wednesday, the Potsdam and Watertown Rail-

road was sold under foreclosure of the second mortgage by the Sheriff of Jefferson County, for the sum of \$100,000. The purchaser was the Watertown and Reme Railroad Company, who had already become the owners of the second mortgage bonds, on account of which the sale was made. The road is sold subject to the first mortgage of \$800,000, which is guaranteed by the purchaser. The Albany Atlas says:

"The Watertown and Rome Company is now the owner of a line of 173 miles of road, extending snon Rome to Cape Vincent, and from Watertown to the junction with the Northern Road, near Potedam. By the construction of Ir miles of road which, by an act of the present Legislature, it is authorized to build, it can make a direct connection with Ogdensburgh. This would bring, by way of this road and the New York Central, nearly all the travel from Ogdensburgh and from the line of road leading from Prescott appearite Ogdensburgh, to Ottawa, the capital of the Canadas, thus constituting an important line. We hear it The Cincinnati Gazette says in relation to the Co-

lumbus and Xenia Radroad:

lumbus and Xenia Raufoad:

"The floating debt and only debt of the Company is about \$200,000, which is now in bonds, all of which falls due in 1890, 1801, 1802, and 1886. The Company, we understand, are about to issue 6 \$\phi\$ cent bonds, secured by first mortgage, payable in 1890, to meet the improvements and the floating debt above mentioned. But \$100,000 of these bonds are to be issued at present and the whole issue is limited to \$500,000. This amount is more than at present actually needed or will probably be used, but to avoid in any contingency a second mortgage, the Board of Directors decined it expedient to adopt that amount." The Baltimore Sun says that proceedings have been

instituted in the United States District Court, in the names of one or two private stockholders of the Baltimore and Ohio Road, residents outside of the State, with the view of procuring a a farther injunction upon tle balance of the dividend not yet paid out. The Judge (Giles) being absent, has fixed the ease for a hearing on the 13th of August, and notice having been served to this effect, the Company suspend further payment of interest or issue of scrip until the hearing

The Chicago Press of Wednesday reports:

The Chicago Press of Wednesday reports:

During the last week, quite a large quantity of rain has fallen, and on Friday last a very severe storm visited almost the entire center and nor bern portions of the State; but with the exception of a few places, the crops have suffered no dramage. The factories are all busy harvesting wheat, eats, and barley, and the deriveries of corn have in consequence, been light. The quality of the Spring wheat has been pronounced excellent, and the yield good. Corn looks well, and the recent rains have been of great benefit to it. It is tasseling out even in many parts of Wisconsin and Northern Illinois.

The receipts and shipments of flour and grain during the past week were as follows:

Receipts. Shipments.

Receipts. Shipments. 2,851 6,329 115 277 70,582 391,356 19,594 57,597 5,049 725 9,591 674 | Receipts | Supplement | Suppl

| RECRIPTS. | SRIPMENTS. | | 1860. 1859. | 1850. 1859. | 1860. 1859. | 1860. 1859. | 1860. 1859. | 1860. 1859. | 1860. 1859. | 1860. 1859. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 1860. | 186 RECEIPTS. SRIPMENTS.

A firm in Massilon have now in course of construction, for the Pitteburgh, Fort Wayne, and Chicago Railroad, an iron steam passenger car, to be run as an accommodation line. The entire length of the car is

seventy-six feet, sixteen feet of which, in the front end of the car, will be taken up by the boiler, engine, bag-gage-room, &c. It is designed to carry about one hun-dred passengers. Should this enterprise prove a success, the manufacturers will do a heavy business in e netructing this class of cars, some half dozen being already engaged. The cost of a car of this description is about \$6,000. The Trustees, Mesers. Wilson, Roelofson, and Fer-

nie, are said to be prepared to announce their plan for the reorganization of the Marietta and Cincinnati Railroad Company, and may do so by the first of the coming menth. The plan, whatever it may be, will not interest the public, and will hardly enhance the vitality of the enterprise itself until the Foreign interest in the work decides to reconstruct and complete the line.

FOUND DROWNED.—Coroner Jackman yesterday hold an inquest on the body of Joseph Kenny, who was found drowned at the foot of Murray street. The deceased was a na-tive of England, 85 years of age. A verdict of delth from sup-posed drowning was resisted.

COMMENCEMENT AT YALE COLLEGE

The regular Commencement Exercises occurred yes-

From Our Own Reporter.

terday. The church was thronged, the galleries being crowded with ladies, and the stage covered wish the Faculty and distinguished Alumni of the College. terday. The church was tronged, as a second wish the Faculty and distinguished Alumni of the College. After devotional exercises and music, came the Salutary Oration in Latin, by W. W. Martin of Woodbridge, N. J. It was a carefully written and well-pronounced performance. An oration followed, em' The Self-Restoring Principle in Christias Society, by E. C. Beach of Barker, N. Y., quite good in the analysis of the subject, and foreibly delivered. The oration of H. W. Camp of Hartford, Coun., on "Self-Knowledge as the basis of Trae Philosophy," was marked by sound, vigorous thought. Mr. G. L. Burs of Stratford, Conn., delivered an oration on "The Advantages of a Representative over a Pure Damoracy. F. H. Calton had a dissertation on "The Partic of Washington with his Army and his Officers." The oration of Mr. F. H. White of New Haven, on "Tamerlane," was well received. George L. Catlin of Staten Island, N. Y., had a very graceful poem "The Chapel on the Shore." Robert R. William of Clyde, N. Y., spoke on "Popular Appiance as an improper Incentive to Istellectual Labor." George W. Arnold of Warwick, R. I., had a dissertation on William the Silent, decidedly the best speech, both in writing and delivery, of the forencou. O. M. Carrier of Rice Creek, Mich., had a very able oration on "The Influence of Aristotle on the Christian Work." H. E. Barnes of Plantsville Conn., had a graceful and taking dissertation on "Havelock, the Christian Warrior." "Self-Government Naturally Distastful, was the subject of an oration by L. T. Wilcox of Fair Haven, Mass. The philosophy, was a well-written, thought-ful, and vigorously delivered performance. In the afternoon, Mr. M. P. Knowiton bed a marked oration on "Learned Ignorance, the Highest Knowledge," his points were well made, and tald with effect noon his audience. C. H. Vandwae of Brooklyn, N. Y. followed with a dissertation of New-York, the three great plants is the son of Dr. Asa D. Smith of New-York. "The youthful spirit in Greek Literature" was the subject of Mr. T. Smith o After devotional exercises and music, came the Salu-

## LAW INTELLIGENCE

UNITED STATES CIRCUIT COURT-JULY 27.-Before BREVENCE—TAXATION OF COSIS,
Benjamin H. Field agt. Augustus Scholl.
The Judge has sent down the following opinion

Benjamin H. Field agt. Augustus Scholl.

The Judge has sent down the following opinion in this case:

Netson, C. J.—This is an appeal from the taxation of costs by the Clerk. The auit was originally brought in a State Court, to recover back an excess of duties paid to the Collector, and was removed to this Court under the set of Congress of 1839. The amount recovered was under \$500, but over \$50, which would have entitled the plaintiff to costs in the State Court. The Clerk refused to tax any costs in behalf of the plaintiff, on the ground that the recovery was less than \$500. It is admitted that if the auit had been commenced in this Court, no costs could have been recovered within the 20th section of the Judiciary act of 1782. The case, however, does not fall within this section, as the suit was commenced in a State Court, and removed to this Court under the act stated. The question is not, therefore, secessarily concluded by the act of 1789.

We had occasion to look into the subject of costs in eivil cases on a question of taxation, and express our opinion upon it, which is reported in 1 Blatchford, p 659, and came to the concluden that, although the right to recover costs by the prevailing party, with the exception of a few cases, was not given he acticary act of 1789, and in numerous acts of Congress possed sizes, down to the present day (see also Conkin's Tr., under head of costs, pp. 279 285, and S. D. Law's work on Jurischittor and Fowers of U. S. Courts, p 255). Even the Judiciary act of 1789 does not give costs in express terms. We have said that the case doce not come within the prohibition of the 20th section of test act, and hence if the plaintiff, as the prevailing party, is entitled to costs under the g. nearly recognized right, and that they should have been taxed by the Clerk. This officer was doubtless controlled by the case of Cogili are costs under the greatly recognized right, and that they should have been taxed by the Clerk. This officer was doubtless controlled by the case of Cogili are

removed, which distinguishes it from this one.

Let the case be referred back to the Clerk for laxation, according to the rules and practice of this Court. We observe one item in the bill which we feel bound to actice, by way of instruction to the Clerk in this and all like cases. It is a docker, fee on reference to Custom-Hot se. This is an abuse that has recently sprung up in the trial of these revenue cases, and which must be corrected. The reference to the Collector is simply to apply the rate of duty settled by the Court to the goods entered. It is a matter of convenience to the Court, and, so far as my experience goes has always been adopted by consent of counsal. It is almostly a matter of arithmetic or calculation, and the Collector is presumed to be the most familiar with the service. He applies the rate of duty which should have been applied at the entry of the goods. An effort seems to be made to turn this informal proceeding, adopted for the convenience of counsel and Court, into a second trial or hearing of the case, which cannot be admitted. Even if the Court has power to refer, which it is undestuded it has not, the practice should not be countenanced. I have never known a reference in the Federal Cours in a Common Law was. No costs of any description should be allowed for adjustment as the Custom-House, nor in the State Court.

SUPREME COURT-CHAMBERS-JULY 27.-Estore Justice

IRREGULAR COMMITMENT—DISCHARGE OF VAGRANT.
In the matter of Bell Knapp.
This was an application to discharge the prisoner from confinement in the workhouse. The record showed that she was a prostitute, and was committed as a vaggant for two months.

The Judge cited title 2, chap 20, part 1, sec 3, R. S., by which it is provided that vagrants shall be committed to the Bridewell or house of Correction for a term not exceeding 60 days. That the time for which this prisoner was committed was 63 days, being two days more than the statute authorizes. The commitment was therefore irregular, and the prisoner should be

DECISIONS.

D. R. Martin agt, John W. Miller et al.—Motion deaied, without costs.

The same agt. Francis G. Shaw et al.—Metion to amend granted, on payment of \$10, costs of opposing.

John R. Crocket et al agt. James W. Smith.—Motion

ted. Special Term-July 27—Before Justice Suthemland. DECISIONS,

Lorraine Freeman agt, Helen A. Clark et al.—Demurier of defendants, Helen A. Clark and Edwin A. Glark, everrolled with costs, with liberty to susswer in ten days on payment

of costs.

Cyrns Scoffield et al. agt. Rensealaer Van Syckle.—
Dulgment for plaintiff on demurrer, with liberty to defendant to
never in twenty days on payment of costs.

James R. Thompson agt. Daniel E. Sickles.—The reply and the demurrer to it are both unauthorized by the Code,
and no judgment can be given on the demurrer.
Willard Bullard sgt. Levy H. Brigham.—Demurrer
sustained, and the second and third defences set up in the answer
overruled with costs.

Williard Bullard sgt. Levi II. Drigman.

retrined, and the second and third defences set up in the sawwer

retrined with costs.

Thomas Suffern agt. The Hayor, &c. — Judgment for

defendants on denurrer, with costs.

Sheldon A. Hall sgt. Stephen Vreeland. — Judgment

for plaintiff on denurrer with costs, with liberty to defendant to

answer in twenty days, on payment of costs.

John H. Tallman et al. agt. Francis Gouldy et al.—

Defendant Gouldy's idenurrer overmied with costs with Shorty

o him to answer in twenty days, on payment of costs.

UNITED STATES COMMISSIONER'S OFFICE-JULY F.

Before Commissioner Morre.

THE DA CONTA HAIL CASE.

The examination in the case of Wm. D. Haight, charged with perpery in the Da Costa ball matter, was casulosed this afterroom. Mr. Stoutenburgh made a motion to discharge the accured, on the ground of insafficient evidence, which we desired. Mr. Stoutenburgh then summed up for the acquired, and Mr. J. B. Henry for the Government. The Commissioner will render a decision on Tuesday next.

SUPERIOR COURT—SPECIAL THEM.—JULY 27.—Before Juckee
Hoppmany.

Bowles agt. Van Horn.—Complaint distributed, unless plaintiff within ten days after service of a copy of the costs in the action when actually plaintiff is permitted to bring the cause to trail at the most bring the cause to trail at the cause to the cause to trail at the cause to the cause to trail at the cause to trail at the cause to trail at the cause to the cause to trail at the cause to the cause t

A PICKPOCKET ARRESTED .- Detective Rests you A PICKPOCKET ARRESTED.—Descrive Kee
torday arrested a pickpocket annee Dan Mehle, when
with having stolen a gold walch and chain, word
John Lapaley, on Wedneiday evening.
The competition of the robbery, was about petting fore
first street. He fully identifies the second as a second
mark him when he lost his weeth. On the present was
found a pocket book consisting a second as a second
was found as picket book consisting a second as a second
which you roppesed to have been descript.